

APPLICATION FOR FINANCIAL ASSISTANCE  
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

CBN02

SUBDIVISION: City of Harrison

CODE# 061- 33838

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 08 / 10 / 01

CONTACT: William R. McCormick PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-5500 E-MAIL jvatter@jmaconsult.com

PROJECT NAME: New Haven Road Improvements

SUBDIVISION TYPE

(Check only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 800,000.00  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,000,000.00

FUNDING REQUESTED: \$ 800,000.00

DISTRICT RECOMMENDATION  
To be completed by the District Committee ONLY

GRANT: \$ 800,000 LOAN ASSISTANCE: \$ \_\_\_\_\_

SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check only 1)

☐ State Capital Improvement Program

☐ Small Government Program

☒ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_

Local Participation \_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ %

Project Release Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_

Loan Interest Rate: \_\_\_\_\_ %

Loan Term: \_\_\_\_\_ years

Maturity Date: \_\_\_\_\_

Date Approved: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER  
2001 SEP 21 PM 2:39

**1.0 PROJECT FINANCIAL INFORMATION**

**1.1 PROJECT ESTIMATED COSTS:**

(Round to Nearest Dollar)

**FORCE ACCOUNT**

**TOTAL DOLLARS**

**DOLLARS**

**a.) Basic Engineering Services:**

\$ \_\_\_\_\_ .00

Preliminary Design \$ \_\_\_\_\_ .00

Final Design \$ \_\_\_\_\_ .00

Bidding \$ \_\_\_\_\_ .00

Construction Phase \$ \_\_\_\_\_ .00

Additional Engineering Services

\$ \_\_\_\_\_ .00

\*Identify services and costs below.

**b.) Acquisition Expenses:**

Land and/or Right-of-Way

\$ \_\_\_\_\_ .00

**c.) Construction Costs:**

\$ 1,000,000 .00

**d.) Equipment Purchased Directly:**

\$ \_\_\_\_\_ .00

**e.) Permits, Advertising, Legal:**

(Or Interest Costs for Loan Assistance  
Applications Only)

\$ \_\_\_\_\_ .00

**f.) Construction Contingencies:**

\$ \_\_\_\_\_ .00

**g.) TOTAL ESTIMATED COSTS:**

\$ 1,000,000 .00

\*List Additional Engineering Services here:

Service:

Cost:

**1.2 PROJECT FINANCIAL RESOURCES:**

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	
b.) Local Revenues	\$ _____ .00	0
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER <u>MRE, private developer</u>	\$ <u>200,000</u> .00	20%
SUBTOTAL LOCAL RESOURCES:	\$ <u>200,000</u> .00	20%
d.) OPWC Funds		
1. Grant	\$ <u>800,000</u> .00	80%
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
SUBTOTAL OPWC RESOURCES:	\$ <u>800,000</u> .00	80%
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,000,000.00</u>	100%

**1.3 AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

**2.0 PROJECT INFORMATION**

If project is multi-jurisdictional, information must be consolidated in this section.

**2.1 PROJECT NAME:** New Haven Road Improvements

**2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):**

**A: SPECIFIC LOCATION:**

The project is located in the City of Harrison on New Haven Road, from the bridge (over I-74) to Carolina Trace. Please see attached location map.

**PROJECT ZIP CODE: 45030**

**B: PROJECT COMPONENTS:**

- 1.) Full and partial depth pavement repair
- 2.) Upgrade drainage facilities.
- 3.) Install new concrete curbs
- 4.) Mill the existing pavement and overlay with new asphaltic concrete
- 5.) Widen existing roadway
- 6.) Traffic signal at Carolina Trace with Left Turn lanes at all approaches
- 7.) Add walk.

**C: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

The project is approximately 2500 LF along New Haven to Carolina Trace and approximately 500 ft. each direction for left turn lanes at the intersection. The existing roadway varies from 20' to 40' in width.

**D: DESIGN SERVICE CAPACITY:**

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 11,500 Year: 2000 Projected ADT: same Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$\_\_\_\_\_ Proposed Rate: \$

Stormwater: Number of households served:

**2.3 USEFUL LIFE / COST ESTIMATE:** Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$           .00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 1,000,000.00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>04/01/99</u>	<u>06/01/02</u>
4.2 Bid Advertisement and Award:	<u>07/01/01</u>	<u>07/21/01</u>
4.3 Construction:	<u>08/01/02</u>	<u>06/01/03</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA / /</u>	<u>/ /</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER Daniel Gieringer  
TITLE Mayor  
STREET 300 George Street  
CITY/ZIP Harrison, Ohio 45030  
PHONE (513) 367-2111  
FAX (513) 367-3592  
E-MAIL

#### 5.2 CHIEF FINANCIAL

OFFICER (Position currently vacant)  
TITLE Finance Director  
STREET 300 George Street  
CITY/ZIP Harrison, Ohio 45030  
PHONE (513) 367-2111  
FAX (513) 367-3592  
E-MAIL

#### 5.3 PROJECT MANAGER

TITLE William R. McCormick  
STREET Project Manager  
CITY/ZIP 2021 Auburn Avenue  
PHONE Cincinnati, Ohio 45219  
FAX (513) 721-5500  
E-MAIL (513) 721-0607

Changes in Project Officials must be submitted in writing from the CEO

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature, subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Daniel J. Gieringer, Mayor

Certifying Representative (Type or Print Name and Title)

Daniel J. Gieringer 9.20.01  
Signature/Date Signed

New Haven Road Improvements  
Engineer's Estimate

<u>Description</u>	<u>Unit</u>	<u>Est. Quantity</u>	<u>Unit Price</u>	<u>Total</u>
Site Clearing/Removal of Obstructions	LS	1	5,000.00	5,000.00
Excavation	CY	4,000	10.00	40,000.00
Embankment	CY	4,000	5.00	20,000.00
Undercut, Remove & Replace	CY	600	40.00	24,000.00
Remove Ex. Catch Basins	EA	6	250.00	1,500.00
Pipe Removed	LF	750	10.00	7,500.00
Mill Existing Pavement	SY	10,000	1.50	15,000.00
Full Depth Asphalt (widening)	CY	4,100	90.00	369,000.00
Asphalt Concrete Surface Course	CY	1,100	90.00	99,000.00
12"-15" pipe	LF	3,000	40.00	120,000.00
18"-24" pipe	LF	400	50.00	20,000.00
Catch Basins	EA	18	1,500.00	27,000.00
Manholes	EA	8	2,000.00	16,000.00
Pavement Striping	LS	1	10,000.00	10,000.00
Signage	LS	1	5,000.00	5,000.00
Concrete Walk	SF	30,000	2.00	60,000.00
Traffic Signalization	LS	1	66,000.00	66,000.00
Adjust Ex. Traffic Signal/Ex. Utilities	LS	1	35,000.00	35,000.00
Maintain Traffic	LS	1	35,000.00	35,000.00
Construction Layout	LS	1	25,000.00	25,000.00
Total Estimated Cost				1,000,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.

~~THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS~~

  
JOHN R. GOEED, P.E.





## City of Harrison Office of the Mayor

300 George Street • Harrison, Ohio 45030 • 513-367-2111 • Daniel J. Gieringer, Mayor

September 17, 2001

Mr. Joe Cottrill  
District 2 Liason  
Hamilton County Engineer's Office  
10480 Burlington Road  
Cincinnati, Ohio 45231

RE: **Status of Fund Certification**

Dear Mr. Cottrill:

The City of Harrison's position of Finance Director is currently vacant. In the interim, I will be signing any necessary documents that the Finance Director would have signed.

Thus, I have signed, as Mayor, the Status of Funds Certification for this year's OPWC/SCIP Applications.

Please do not hesitate to contact me with any questions you may have.

Sincerely,

Daniel J. Gieringer  
Mayor



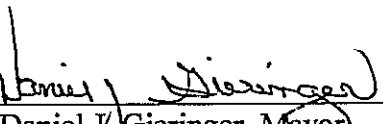


# City of Harrison Office of the Mayor

300 George Street • Harrison, Ohio 45030 • 513-367-2111 • Daniel J. Gieringer, Mayor

## STATUS OF FUNDS CERTIFICATION

The City of Harrison will use \$150,000.00 from Municipal Road Funds and \$50,000.00 from a private developer as its participation in the New Haven Road Improvement project.

  
\_\_\_\_\_  
Daniel J. Gieringer, Mayor  
City of Harrison

**PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2002**

INSTRUCTIONS:      Use one form for each project. Assign priority to projects.  
The Municipality's Engineer, or a registered Engineer of the Municipality's  
choosing shall prepare the application cost estimate. Submit by August 10.

- (1) Municipality City of Harrison
- (2) Road Name New Haven Road
- (3) Project Limits Bridge (over I-74) to Carolina Trace  
(Please give a "from - to" limit if possible)
- (4) Project Priority #1
- (5) Present Roadway Data:
- |                                 |                                      |                              |
|---------------------------------|--------------------------------------|------------------------------|
| (a) Pav't Width <u>30'</u>      | (b) R/W Width <u>60'</u>             | (c) Curb Type <u>none</u>    |
| (d) Type Surface <u>asphalt</u> | (e) Type Base <u>asphalt</u>         | (f) Shldr. Type <u>earth</u> |
| (g) Shldr. Width <u>none</u>    | (h) Year Last Resurfaced <u>1985</u> |                              |
- (6) Present condition of project area: List deficiencies and reasons for improvement.  
Immediate need to widen the facility as traffic bottlenecks in the area. Accident rates in this area are above the State of Ohio average. This improvement will be in concert with the improvements that the City is planning for the bridge. There is an Emergency Medical Center on New Haven Road which is serviced by New Haven Road.
- 7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars  
Widen roadway, traffic signal at Carolina Trace with Left Turn lanes at all approaches, drainage improvements.
- (8) Traffic Data: (a) Present Volume 11,500      (b) Date of Count 2000
- (9) Cost Estimate:  
When engineering plans are necessary list the following costs:
- |  |                          |
|--|--------------------------|
| (a) Preparation of preliminary plans & estimate, etc.          | \$ <u>          </u>     |
| (b) Preparation of final plans & estimate, etc.                | \$ <u>          </u>     |
| Construction Cost Estimate                                     | \$ <u>1,000,000</u>      |
| Other Costs (specify)  | \$ <u>          </u>     |
| <b>Total Project Cost for which application to MRF is made</b> | <b>\$ <u>150,000</u></b> |
- (10) Estimated date construction can be started after approval July 1, 2002
- (11) Estimated date construction can be started if not funded 100% from  
Municipal Road Fund July, 2003
- (12) Cost Estimate Prepared By: John R. Goedde, P.E.      Date: 8/01/01
- (13) Application Prepared By: William R. McCormick      Date: 8/01/01
- City will apply for SCIP application**

**A RESOLUTION AUTHORIZING THE MAYOR TO PREPARE AND  
SUBMIT AN APPLICATION TO PARTICIPATE IN THE  
OHIO PUBLIC WORKS COMMISSION STATE CAPITAL IMPROVEMENT  
AND/OR LOCAL TRANSPORTATION IMPROVEMENT  
PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED**

**WHEREAS**, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure; and

**WHEREAS**, the City of Harrison, Ohio, is planning to make capital improvements to New Haven, Walnut and Jefferson improvements; and

**WHEREAS**, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HARRISON, OHIO as follows:**

**SECTION I**

The Mayor and Clerk are hereby authorized to apply to the OPWC for funds as described above.

**SECTION II**

The Mayor and the Clerk are further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

### SECTION III

It is found and determined that all formal action of this Council concerning or related to the adoption of this resolution were adopted in an open meeting of this Council, and all deliberations of this Council and any of its committees, if any, that resulted in such formal actions were adopted in meetings open to the public, in compliance with all applicable legal requirements of the Ohio Revised Code.

This resolution shall be in full force and effect from and immediately after its adoption.

Mr. Powers moved and Mr. Cook seconded the motion that the above resolution be adopted.

Upon roll call and the adoption of the resolution, the vote was as follows:

Yeas: 7

Nays: 0

ADOPTED this 3 day of July, 2001.

Daniel J. Gieringer  
Daniel J. Gieringer, Mayor

ATTEST:

Carol Wiwi  
Carol Wiwi, Clerk

**CERTIFICATION**

I, Carol Wiwi, as Clerk of the Council of the City of Harrison, Ohio, hereby certify that a true and exact copy of Resolution No. 11-01 was passed by the Council of the City of Harrison, Ohio at its regular meeting held on the 3 day of July, 2001.

**IN WITNESS WHEREOF**, I have hereunder set my hand and affixed the official seal of the City of Harrison, Hamilton County, Ohio this 3 day of July, 2001.

Carol Wiwi  
Carol Wiwi, Clerk

This Ordinance was prepared by William M. Deters II, Director of Law

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523

FAX (513) 723-9748

December 1, 2001

Mr. Laurence Bicking, Director  
Ohio Public Works Commission  
65 East State Street, Suite 312  
Columbus, OH 43215

Dear Mr. Bicking,

With regards to the projects filed by the District 2 Integrating Committee that involve expansion, there are no impacts on farmland. The projects are the following:

Hamilton County - Clough/Wolfangel Intersection Improvement

~~City of Harrison - New Haven Road Improvements~~

City of Springdale - East Kemper Road Improvements, Phase II

City of Loveland - Rich Road Improvements

Hamilton County - Harrison/Dry Fork Relocation Project

City of Forest Park - Mill Road Repair & Improvements, Phase II

Hamilton County - Harrison Road Improvement

Hamilton County - East Kemper Road Improvement

Hamilton County - Asbury Road @ Beechmont Avenue Intersection Improvement

City of Blue Ash - Reed Hartman Highway, Phase II Improvements

City of Sharonville - US 42 Lane Addition - Park 42 to Kemper Road

City of Cincinnati - Beekman/Harrison Street Improvements

Village of Woodlawn - Grove Road/Woodlawn Blvd. Improvements

The following statement shall apply to all of the above listed projects:

## FARMLAND PRESERVATION STATEMENT

1. Does the project immediately impact productive agricultural and grazing land related to land acquisition? - **No**
2. Does the project have an indirect impact that will result in the loss of productive agricultural and grazing land from development related to the project? - **No**

3. Are there mitigation measures that could be implemented when alternative sites or locations are not feasible? – **No**

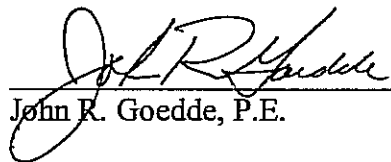
If you have any questions, please call Mr. Joe Cottrill of the Hamilton County Engineer's Office at (513) 946-8906.

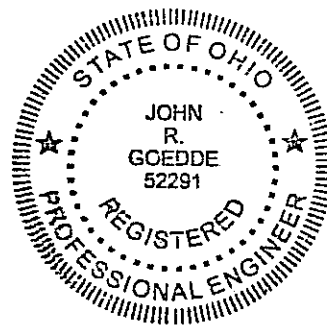
Sincerely,

A handwritten signature in black ink, appearing to read 'Ron Miller', written over a horizontal line.

Ron Miller, Director  
Hamilton County Regional Planning

This is to certify that the referenced traffic counts on New Haven Road of 11,500 (x1.2 = 13,800) are accurate to the best of my knowledge.

  
John R. Goedde, P.E.





## ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The pavement surface is worn and is beginning to deteriorate and break away from the base, causing a very rough driving surface. The subgrade and pavement base is salvageable however the surface needs removed and replaced and moderate full depth repairs are required to maintain the integrity.

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**2) How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This area becomes severely congested, especially during morning and evening rush hour, causing an increase in accidents. In addition, the Franciscan Medi-Center, an emergency medical center, is located on this stretch of New Haven Road. Paramedics often stop at the Medi-Center as a stabilization point for patients before they travel to Cincinnati hospitals. The congestion on this stretch of roadway inhibits the efficiency of the paramedics getting to the Medi-Center, and also inhibits them from getting to the expressway interchange (see attached letters). Fire and police protection are also hampered by this congestion (see attached letters and accident reports). Widening the roadway will greatly improve the response time of all of these emergency support systems.

~~The accident rates for this area (see attached information) are significantly above the state average. Additionally, emergency vehicles which need to access the hospital are restricted due to congestion. This project is one phase of a three phase plan, designed to reduce the accident rate, eliminate the congestion and provide safer conditions for vehicular traffic. One phase addresses the~~

section of New Haven between Harrison Avenue and I-74 and one phase addresses the bridge which will be widened to 6 lanes to accommodate the proposed widening. The bridge plans (preliminary plans enclosed) are proceeding and are being reviewed by ODOT. The bridge project is currently a "Tier One" project for TRAC (Transportation Review Advisory Committee) funding as established by OKI. It is expected to be funded and under construction by 2005. This component of the plan which widens the roadway east of the bridge is the critical first phase which is necessary to promote safety in this high growth area.

**3) How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

As was stated above, the health of the citizens of Harrison, Harrison Township, Whitewater Township, and Crosby Township are impacted by the efficiency of this roadway, as the paramedics utilize this roadway to get to the Medi-Center

In addition, the drainage structures will be improved to eliminate any standing water that now collects in the roadway, making it even more dangerous

**4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Lellan, Sunset & Westfield Storm Drainage Improvements

Priority 2 New Haven Road Improvements

Priority 3 \_\_\_\_\_

Priority 4 \_\_\_\_\_

Priority 5 \_\_\_\_\_

**5) Will the completed project generate user fees or assessments?**

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?

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**6) Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will have a significant impact on the economic growth of this area. The City of Harrison's commercial corridor has grown quickly over the past several years, and continues to grow. The City of Harrison has had over 10 public meetings with developers in this are over the past 3 years discussing their plans to improve New Haven Road (see attached letter from Mayor). The Home Depot has decided to locate on this stretch of New Haven Road, and the widening is crucial to their project. They proceeded with the understanding that the improvements will be done. Home Depot will employ approximately 200 persons at this location. Other businesses along this corridor have created thousands of jobs, and were also involved in the public meetings (reference letter from developer). In addition, these improvement will allow for more quality development on the adjacent vacant parcels. The developer of these parcels indicates that it is estimated that the businesses that will locate there will generate over 1,000 new jobs (see attached letter).

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**7) Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

**8) Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 10 th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

MRF and a contribution from a private developer will be utilized for matching funds for this project.

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**9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

Widening the roadway will greatly alleviate the traffic problems in this area. The City of Harrison has also applied for TRAC funding to widen the bridge, and these improvements will work in concert with the bridge improvements, making a dramatic improvement for the area. The attached

Capacity Analysis conducted by John Niehaus of Parsons Brinckerhoff illustrates that the existing intersection will operate at level of services D in the AM peak and E in the PM peak the year 2025. With the improvements, the LOS would improve to B.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS deteriorates to D & E in 2025 Proposed LOS B

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

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**10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2

- a.) Are preliminary plans or engineering completed? Yes x No \_\_\_\_\_ N/A \_\_\_\_\_
- b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No x N/A \_\_\_\_\_
- c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No x N/A \_\_\_\_\_
- d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A x

If no, how many parcels needed for project? \_\_\_\_\_ Of these, how many are: Takes \_\_\_\_\_

Temporary \_\_\_\_\_

Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

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- e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This project has a significant regional impact. New Haven Road is a major roadway (urban minor arterial) in the City of Harrison's street system. It serves as a connector for the residents of Crosby Township, Harrison Township, and the City of Harrison to the commercial corridor as well as Interstate-74, and is on OKI's Regional Long Range Plan. In addition, OKI has recommended

capacity improvement of New Haven Road between Harrison Avenue and Carolina Trace to a four-lane road plus turn lanes.

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**12) What is the overall economic health of the jurisdiction?**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

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Will the ban be removed after the project is completed? Yes \_\_\_ No \_\_\_ N/A X

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 11,500 X 1.20 = 13,800 Users

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users

**15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax yes

Infrastructure Levy \_\_\_\_\_ Specify type \_\_\_\_\_

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax yes Specify type The City has floated a bond specifically for roadway improvements

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A  
LOAN IF ASKED BY THE DISTRICT? \_\_\_\_\_YES      X  NO    (ANSWER  
REQUIRED)**

**Note: Answering "Yes" will not increase your score and answering "NO" will not decrease  
your score.**

SCIP/LTIP PROGRAM  
ROUND 16 - PROGRAM YEAR 2002  
PROJECT SELECTION CRITERIA  
JULY 1, 2002 TO JUNE 30, 2003

NAME OF APPLICANT: HARRISON

NAME OF PROJECT: NEW HAVEN ROAD

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

**CIRCLE THE APPROPRIATE RATING**

Great app  
except for Acc.  
data

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

only milling & overlay  
being done

new curbs & walk

Appeal Score

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

I have  
w/ backups  
hard for  
emergency response

NO  
Acc. data

12  
13  
11

f. sign @  
Carolina Tr. &  
LT lanes  
Emergency  
Response  
Letter

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

Police/medical  
response  
some  
standing  
water

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Appeal Score

5) Will the completed project generate user fees or assessments?

10 - No

0 - Yes

Appeal Score

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 - The project will directly secure significant new employment
- 7 - The project will directly secure new employment
- 5 - The project will secure new employment
- (3) - The project will permit more development
- 0 - The project will not impact development

Appeal Score

*no definite letter  
that says if built we will  
develop X business w/X  
jobs*

7) Matching Funds - LOCAL

- 10 - This project is a loan or credit enhancement
- 10 - 50% or higher
- 8 - 40% to 49.99%
- 6 - 30% to 39.99%
- 4 - 20% to 29.99%
- 2 - 10% to 19.99%
- (0) - Less than 10%

8) Matching Funds - OTHER

- 10 - 50% or higher
- 8 - 40% to 49.99%
- 6 - 30% to 39.99%
- (4) - 20% to 29.99%
- 2 - 10% to 19.99%
- 1 - 1% to 9.99%
- 0 - Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

*20 yr proj  
LOS D/E  
no improvements  
LOS B  
w/improvements*

- (10) - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

Appeal Score

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

- (5) - Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14
- 3 - Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14
- 0 - Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

- (10) - Major impact
- 8 -
- 6 - Moderate impact
- 4 -
- 2 - Minimal or no impact

Appeal Score



12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

☒ 6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

\_\_\_\_\_

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

☒ 8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

13,800

\_\_\_\_\_

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

☒ 3 - One of the above

0 - None of the above

\_\_\_\_\_

# ADDENDUM TO THE RATING SYSTEM

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 3 – Health**

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 4 – Jurisdiction's Priority Listing**

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

### Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

### Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

#### Definitions:

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

### Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

### Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

### Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

#### Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

#### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

### Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

### **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

#### **Definitions:**

***Major Impact*** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

***Moderate Impact*** - Roads: principal thoroughfares, Federal Aid Urban routes

***Minimal / No Impact*** - Roads: cul-de-sacs, subdivision streets

### **Criterion 12 -- Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

### **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

### **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

### **Criterion 15 -- Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.